

Production and Output.

SINCE CLEAN-UP THE COKE REGION RUNS REGULARLY

Production and Shipments Keeping Close To- gether

The Connellsville coke trade is quiet in production as well as in price. The furnace interest has resumed running regularly and full at all its active plants after the recent clean-up which involved a five-day run and a curtailment of some 30,000 tons, and production has again risen to the neigh-

berhood of 299,900 tons. Shipments are practically the same, indicating that the coke movement is once more regular from ovens to cars, and that ovens are being regularly consumed.

Production last week aggregated 256,620 tons of which the furnace interest made 250,722 tons and the merchant interest 136,168 tons. By districts the Connellsville region produced 224,436 tons and the Lower Connellsville region 162,454 tons. Compared with the previous week this shows an

Increase in production of 25,592 tons. The increase comes wholly from the furnaces ovens which increased their output 34,274 tons. The merchant production decreased 3,682 tons. Some ovens were put out and the running time was somewhat reduced. The furnace interest is operating 18,572 of its 23,261 fixed ovens and these ran six days last week. The merchant interest is operating 11,191 of its 15,446 ovens, or about 72% of capacity. These ovens ran very irregularly last week, but they averaged 3.66 days.

Shipments for the week aggregated 17,016 cars carrying 339,445 tons con-

Shipped as follows:		
	Cyrs.	Tons.
Pittsburgh	1900	176,000
West	1900	213,000
East	1900	40,500

Compared with the previous weeks this shows a net increase of but 1,238 tons. Pittsburgh shipments increased 2,731 tons, and Western shipments 2,731 tons, but Eastern shipments show a decrease of 3,541 tons. Because of the foundry and smelter trade the Eastern shipments are irregular, but that variation seldom comes having any bearing on the furnace situation.

There were few changes in the coals last week. Donald plants blew out in 120 and Union 10, more scuttles

down 131; Mount Pleasant sum-
mer 189. Thompson (1) 122, Ellen
(2) 40, scattering 1, total 263.

Following is the record of weekly
production and shipments in tons for
1914 to date:

Week	Production	Shipments
Jan. 4	734,294	381,321
Jan. 11	404,297	404,070
Jan. 18	429,282	429,067
Jan. 25	429,282	429,067
Feb. 1	429,282	429,067
Feb. 8	407,269	406,735
Feb. 15	429,281	430,066
Feb. 22	443,285	443,066
Mar. 1	442,285	443,127
Mar. 8	413,285	412,740
Mar. 15	443,250	443,494
Mar. 22	443,285	443,494
Mar. 29	443,285	443,494
Apr. 5	443,285	443,494

Apr. 5	373,654	332 194
Apr. 12	370,676	331 273
Apr. 19	408,107	412 660
Apr. 26	413,748	413 758
May 3	463,060	403,702
May 10	414,486	412,036
May 17	469,428	406,291
May 24	390,394	334,492
May 31	401,321	401 070
June 7	400,075	407 157
June 14	410,868	407 065
June 21	402,399	401 866
June 28	402,399	411 495

July 5	289,378	289,378
July 12	289,470	288,576
July 19	289,704	289,848
July 26	289,800	289,664
Aug. 2	287,005	286,051
Aug. 9	301,525	297,262
Aug. 16	296,617	298,277
Aug. 23	290,476	289,215
Aug. 30	403,930	405,117
Sep. 6	289,459	277,270
Sep. 13	271,810	274,001
Sep. 20	288,437	289,712
Sep. 27	288,194	288,226
Oct. 4	288,298	288,211
Oct. 11	286,580	289,045

COKE FREIGHT RATES.

Revised Charges Now in Force to Various Points, East and West.

The revised rates on coke per ton of 2,000 pounds from the Connellsville region to points both east and west are as follows:

Pittsburg	5 75
Youngstown and Valley points ..	1 20

Wheeling	1.20
Cleveland	1.65
Columbus	1.47
Canlon	1.40
Toledo	1.85
Detroit	2.10
Milwaukee	2.70
Chicago	2.00
St. Louis	2.90
Buffalo	1.85
Erie	1.65
Harrisburg	1.70
Baltimore	1.80
Philadelphia	2.05
New York	2.85

American Money in Canada.
A Toronto financial paper estimates that at least 599,000,000 of American capital is invested in Canada, over \$150,000,000 of this is represented in branch factories which have been established in the Dominion.

**Not a Gary Dinner, Though, the Menu
Would Compare Favorable; M. M.
Cochran Protests Against Currency
and G. F. Tillow Boosts Road Bonds**

[illegible]

Arthur R. Miller, superintendent of the Leasewing No. 3 plant of the H. C. Frick Coke Company, has tendered his resignation and upon its becoming known has been associated in the operations of Franchises in the coal and lumber fields.

Mr. Miller is to have charge of the physical end of the Ritchey coal, coke and lumber operations. He has had wide experience, both in a technical and a business way, and has been in charge of the Leasewing No. 3 plant six years ago, he was division engineer for the Frick Company, having charge of the Leasewing district.

The Ritchey interests are extensive and centered upon this and adjoining counties. Mr. Miller will have full charge of outside operations.

Lessons for Mining Men Will Start at 7 P. M. at the U. M. C. A.

After an unavoidable delay, Prof. J. B. Zimmerman of the University of Pittsburgh has advised Secretary Benjamin of the U. M. C. A. that he will be here in time to begin work with the mining men. This class is open to all willing men within reach of Connellsville. The class will meet each Monday and Wednesday evening at 7 P. M.

The work of the firebros will be first taken up, and later that of miners. The class will be in session throughout the winter months, and students will be enrolled as students in the University Extension Department of the University of Pittsburgh. Last year 76 per cent of the students who tried the examinations passed. This year, with a longer course and more thorough showing should be even better.

Steady Work Assured Employees of

Doyla, Porter & Co. have just received orders from the Greenwhich Coal & Coke Company for 10 electric driven pumps, 60 ft. capacity, and models, to be delivered in approximately 75 days.

The bulk of the largest orders is shipped by this concern this year, its average weight being 7,400 pounds. The filling of it will necessitate the employment of about 100 men, month after month, and combined with other smaller orders on hand and in prospect it means much to the industrial well-being of the community.

Among the other orders and recent shipments include pumps to the following companies: Youngwood and Brevard Coal Companies, Greenwhich Company, Bakewell Coal Company, Trif Col and Coke Company, Standard and Tate Plate Company, of Belvidere, Ohio.

Youngstown Market and Tube Co. Will
Allow Below Market Price.
SHARON, Oct. 5.—The Youngstown Market and Tube Company has distributed a schedule of prices for the distribution of \$500,000 worth of Youngstown Market Tubes to its employees.

The stock was set aside at the recent annual meeting of the shareholders. A portion of this allotment was to be given to the company at prices ranging from par to \$130 a share. The present market value of the stock is \$170.

The price at which the stock will be sold is indefinite until the length of service of the employees.

AFTER A RAILROAD.
The Youngstown Market and Tube Company is said to have been negotiating for the purchase of the Pittsburgh Westmoreland and Somerset railroad, a new gauge line running from Somerset to Ligonier, Pa., connecting at the latter place with the Ligonier Valley railroad.

John H. Manning, of New York, who owns and controls interest in the line, states that the Western Maryland's proposition had not been struck him favorably. He says the railroad would require improvements in the near future.

Banknote Company Formed.
John H. Manning, of New York, has formed the Banknote Company, composed of thirty shares.

With Their Owners, Address and Ovens in Blast Corrected to
Saturday, Oct. 11, 1913.

[illegible]

THE JOB DEPARTMENT OF
THE COURIER DOES ALL KINDS
OF COMMERCIAL PRINTING.

BOYTS, PORTER & COMPANY,
CONNELLSVILLE, PA., U. S. A.

Branch Office, Carnegie Building, Pittsburg, Pa. (BELL TELEPHONE, 594 COURT.)

First-Class Service.

THE PANAMA CANAL PITTSBURG COAL'S BIG OPPORTUNITY

Operators Along Monongahela and Ohio Should Profit.

CHEAP FUEL THE BIG FACTOR

The District Has the Coal of Unquestioned Quality and It Can Be Delivered at a Low Figure to the Big Ditch; Foreigners are Awake.

Theoretically the Panama Canal was opened yesterday and practically it will be given over to the world's waterway in a very short time. Americans have been so much interested in this great undertaking that their patriotism has overshadowed their commercial instinct. Foreign countries on the other hand, not being troubled with patriotism, have been able to give their whole attention to the business side of the Panama proposition. The situation is forcibly and thoroughly presented by financial America as follows:

"It becomes increasingly manifest daily that Europe is alert to the possibilities for trade expansion, which are heralded as certainties following the completion and opening of the Panama Canal. Progressive countries in that continent are not busily engaged in preparing themselves to reap the expected commercial harvest. Similarly, it may be mentioned, European manufacturers in various lines, notably steel, are hopeful of entering our domestic markets in consequence of the demolition of the protective barrier, so long impregnable to them. In the meantime, we do not seem to be making any extra effort to profit from our great undertaking, and we may suffer losses in our home markets from European competition in various lines. The latter, however, is a situation that we may pass over for the time being; when it develops, doubtless, we will deal with it with the traditional initiative and enterprise, which have hitherto sustained us when threatened by foreign competition. Unhappily, however, we have not yet taken the time to consider the results of the new tariff and the results that will follow from the canal's operation. American business is in for reorganization, and let us trust, a reorganization that will save and strengthen lines. Protection has been the large factor in upbuilding our industries, rewarding our labor and increasing our material comfort and prosperity. We have a few industries today requiring heavy protection, and if we can overcome the difference in cost of production between our goods and foreign wares—due principally to higher living standards and unquestionably higher and better wages prevailing in this country—our commercial output should not decrease nor our home markets be wrested from us. It may follow—in certain lines it should follow—that an improvement in standards of work and efficiency will compensate for any loss sustained through the operation of a new tariff. And it is patent to a close observer that in this respect, very many of our leading industries, great railroad systems, and big manufacturing plants have had recourse to the services of foreign engineers, whose efficiency experts or engineers, in recent years, with good results. The charge has been made repeatedly that waste, extravagance and inefficiency are earmarks of our great industries. If this be true, then a reorganization should accomplish much and bring about the reorganization of our industries."

"Certain it is, we are not so well fortified today to meet competition in our home markets, or for trade opportunities opened up to us by means of the canal, as are some of our European competitors, and it is high time that the business consciousness of the nation awoke to this fact. We shall have spent our hundreds of millions of dollars in vain upon the new waterway if we are to derive but little material commercial advantage therefrom. That the expected trade returns from the Panama Canal are closely appreciated by our foreign competitors is clearly established by an instructive address recently delivered in London by Professor Kierulff. He attributes to us a desire to displace British. He touches us on the raw if he means an American mercantile marine, for we have nothing worthy of the name. He anticipates a new era of prosperity for the West Indies, and says English business and fiscal methods will have room for great play. Effects on Australia and for Eastern markets would be considerable, for the mileage run by a steamer is a serious factor in the cost of service. He pointed out the advantages to American manufacturers over British, in the case of shipments to Australia and New Zealand, owing to the lessened distance by the way of the canal. This would also be true of shipments to Japan. Should our government succeed in supplying coal at either terminals of the canal much cheaper than the price charged at Suez, the integrity of the latter waterway would be seriously affected."

The danger to American industries, particularly the steel trade, and the necessity for business reorganization in the interest of economical production, are now we think fully appreciated by the American manufacturer; but we are not prepared to admit that "waste, extravagance and ignorance" prevail in the management of our industries. The statement might have been justified at one time, but that time has passed. Upon the whole, better methods are found here than elsewhere, and especially is this true of mining and mill practice. The chief factor in cheap foreign production is cheap foreign labor, not greater economy of operation or higher plant efficiency.

"To the great coal regions of Pennsylvania and West Virginia the most

interesting suggestion is that American coal will be a necessary factor in making the Panama Canal a successful rival of Suez. We have the coal. Its quality is above suspicion. It can be delivered cheaply to the Atlantic seaboard from some of the West Virginia fields, and the Pittsburgh coal can be transported in barges practically from the pit mouth to the Gulf, thence by vessel across the Gulf to the Canal, even cheaper than it can be sent around the other way. The opening of the Panama Canal should be of special interest to holders of Pittsburgh coal from the upper Monongahela in Pennsylvania down the Ohio skirting the whole West Virginia Panhandle.

PIG IRON DECLINE CHECKED SEPTEMBER SHOWS A GAIN

Output Slightly Ahead of the August Tonnage; Conditions Since Year Ago.

The steady decline in blast furnace activities, in evidence since April, was checked in September, when the average daily production of coke and anthracite pig iron showed a gain over August of 1,238 tons, the figures for the two months being 83,137 and 81,833 tons, respectively, says the Iron Trade Review.

The gross production in September was less than in August, due to the shorter months. The output of the last month was 2,494,993 tons, against 2,577,013 tons in August, a decline of 82,020 tons.

Blast furnace activities are practically the same as in September of last year, last month showing the smallest production of any like period since the corresponding month of 1912. The average daily output of the two months was practically the same while there is a difference of only four stacks in the number of active furnaces, 287 being in blast on September 30, 1913, compared with 288 on September 30, 1912.

The output of merchant iron in September was 438,174 tons, against 453,443 tons in August, a loss of 15,269 tons. The steel works or non-merchant furnaces produced 1,828,832 tons in September, compared with 1,855,573 tons in August, a loss of 26,741 tons, due to the shorter month.

In average daily production, the steel works furnaces showed a gain of 1,061 tons, the average in September being 60,984 tons compared with 59,992 tons in August. The merchant stacks maintained the same rate of output in both months, showing an average daily production of 21,271 tons in September, and 21,270 tons in August, a difference of only one ton.

RED IRON ORES OF THE SOUTH

United States Geological Survey Issues Preliminary Report.

The attention of the iron makers of the United States has been turning toward the southern iron ore fields to a considerable extent during the last few years, but more particularly since it has been proved possible to make basic open hearth steel from southern iron ore.

Interest therefore attaches to a preliminary report by Ernest F. Burchard, of the United States Geological Survey, just issued as an advance chapter from Bulletin 548, "Contributions to Economic Geology, 1912." Much geologic work bearing upon the utilization of the iron ores of the southern Appalachians has been done, and is being done by the Alabama, Georgia, and Tennessee geological surveys, as well as by the Federal Geological Survey. The area discussed in the present report includes what is known as the Chattanooga district, and the greater part of the expense of the field work was borne by the United States Geological Survey, the Tennessee Geological Survey, and the Chattanooga Chamber of Commerce.

The city of Chattanooga lies within 4 miles of the southern boundary of Tennessee, and as there are more important reserves of red iron ore within 20 to 40 miles south of the city than within an equal distance to the north it was the desire of the Chattanooga Chamber of Commerce that part of the fund allotted for prospecting should be used in Alabama, Georgia, and Tennessee in order to demonstrate the value of the ores tributary to the city. The prospecting was accordingly done without reference to state boundaries.

The Weekly Courier \$1.00 a year.

West Virginia and Maryland Coal Mines

Do you want to know about them? Location of every mine in these states can be secured from G. B. HARTLEY'S MAP DIRECTORY OF MINES. Every coal operator in West Virginia and Maryland should have one of these maps for reference. Map and directory sent postpaid to any address for \$3.

Address: G. B. HARTLEY, MORGANTOWN, W. VA.

PATENTS

United States and Foreign Trade Marks, Copyrights. W. G. DOOLITTLE, PATENT ATTORNEY, Park Bldg., Pittsburgh, Pa.

The Lower Connellsville District

With Their Owners, Address and Ovens in Blast Corrected to Saturday, Oct. 11, 1913:

Total Ovens	In Blast	Name of Works	Name of Operators	P. O. Address
40	38	Adair	Adair Coke Company	Uniontown
40	38	Allen	W. J. Bailey	South, Brownsville
40	38	Allen No. 1	W. J. Bailey	New York
40	38	Allen No. 2	W. J. Bailey	Uniontown
40	38	Allen No. 3	W. J. Bailey	Uniontown
40	38	Allen No. 4	W. J. Bailey	Uniontown
40	38	Allen No. 5	W. J. Bailey	Uniontown
40	38	Allen No. 6	W. J. Bailey	Uniontown
40	38	Allen No. 7	W. J. Bailey	Uniontown
40	38	Allen No. 8	W. J. Bailey	Uniontown
40	38	Allen No. 9	W. J. Bailey	Uniontown
40	38	Allen No. 10	W. J. Bailey	Uniontown
40	38	Allen No. 11	W. J. Bailey	Uniontown
40	38	Allen No. 12	W. J. Bailey	Uniontown
40	38	Allen No. 13	W. J. Bailey	Uniontown
40	38	Allen No. 14	W. J. Bailey	Uniontown
40	38	Allen No. 15	W. J. Bailey	Uniontown
40	38	Allen No. 16	W. J. Bailey	Uniontown
40	38	Allen No. 17	W. J. Bailey	Uniontown
40	38	Allen No. 18	W. J. Bailey	Uniontown
40	38	Allen No. 19	W. J. Bailey	Uniontown
40	38	Allen No. 20	W. J. Bailey	Uniontown
40	38	Allen No. 21	W. J. Bailey	Uniontown
40	38	Allen No. 22	W. J. Bailey	Uniontown
40	38	Allen No. 23	W. J. Bailey	Uniontown
40	38	Allen No. 24	W. J. Bailey	Uniontown
40	38	Allen No. 25	W. J. Bailey	Uniontown
40	38	Allen No. 26	W. J. Bailey	Uniontown
40	38	Allen No. 27	W. J. Bailey	Uniontown
40	38	Allen No. 28	W. J. Bailey	Uniontown
40	38	Allen No. 29	W. J. Bailey	Uniontown
40	38	Allen No. 30	W. J. Bailey	Uniontown
40	38	Allen No. 31	W. J. Bailey	Uniontown
40	38	Allen No. 32	W. J. Bailey	Uniontown
40	38	Allen No. 33	W. J. Bailey	Uniontown
40	38	Allen No. 34	W. J. Bailey	Uniontown
40	38	Allen No. 35	W. J. Bailey	Uniontown
40	38	Allen No. 36	W. J. Bailey	Uniontown
40	38	Allen No. 37	W. J. Bailey	Uniontown
40	38	Allen No. 38	W. J. Bailey	Uniontown
40	38	Allen No. 39	W. J. Bailey	Uniontown
40	38	Allen No. 40	W. J. Bailey	Uniontown
40	38	Allen No. 41	W. J. Bailey	Uniontown
40	38	Allen No. 42	W. J. Bailey	Uniontown
40	38	Allen No. 43	W. J. Bailey	Uniontown
40	38	Allen No. 44	W. J. Bailey	Uniontown
40	38	Allen No. 45	W. J. Bailey	Uniontown
40	38	Allen No. 46	W. J. Bailey	Uniontown
40	38	Allen No. 47	W. J. Bailey	Uniontown
40	38	Allen No. 48	W. J. Bailey	Uniontown
40	38	Allen No. 49	W. J. Bailey	Uniontown
40	38	Allen No. 50	W. J. Bailey	Uniontown
40	38	Allen No. 51	W. J. Bailey	Uniontown
40	38	Allen No. 52	W. J. Bailey	Uniontown
40	38	Allen No. 53	W. J. Bailey	Uniontown
40	38	Allen No. 54	W. J. Bailey	Uniontown
40	38	Allen No. 55	W. J. Bailey	Uniontown
40	38	Allen No. 56	W. J. Bailey	Uniontown
40	38	Allen No. 57	W. J. Bailey	Uniontown
40	38	Allen No. 58	W. J. Bailey	Uniontown
40	38	Allen No. 59	W. J. Bailey	Uniontown
40	38	Allen No. 60	W. J. Bailey	Uniontown
40	38	Allen No. 61	W. J. Bailey	Uniontown
40	38	Allen No. 62	W. J. Bailey	Uniontown
40	38	Allen No. 63	W. J. Bailey	Uniontown
40	38	Allen No. 64	W. J. Bailey	Uniontown
40	38	Allen No. 65	W. J. Bailey	Uniontown
40	38	Allen No. 66	W. J. Bailey	Uniontown
40	38	Allen No. 67	W. J. Bailey	Uniontown
40	38	Allen No. 68	W. J. Bailey	Uniontown
40	38	Allen No. 69	W. J. Bailey	Uniontown
40	38	Allen No. 70	W. J. Bailey	Uniontown
40	38	Allen No. 71	W. J. Bailey	Uniontown
40	38	Allen No. 72	W. J. Bailey	Uniontown
40	38	Allen No. 73	W. J. Bailey	Uniontown
40	38	Allen No. 74	W. J. Bailey	Uniontown
40	38	Allen No. 75	W. J. Bailey	Uniontown
40	38	Allen No. 76	W. J. Bailey	Uniontown
40	38	Allen No. 77	W. J. Bailey	Uniontown
40	38	Allen No. 78	W. J. Bailey	Uniontown
40	38	Allen No. 79	W. J. Bailey	Uniontown
40	38	Allen No. 80	W. J. Bailey	Uniontown
40	38	Allen No. 81	W. J. Bailey	Uniontown
40	38	Allen No. 82	W. J. Bailey	Uniontown
40	38	Allen No. 83	W. J. Bailey	Uniontown
40	38	Allen No. 84	W. J. Bailey	Uniontown
40	38	Allen No. 85	W. J. Bailey	Uniontown
40	38	Allen No. 86	W. J. Bailey	Uniontown
40	38	Allen No. 87	W. J. Bailey	Uniontown
40	38	Allen No. 88	W. J. Bailey	Uniontown
40	38	Allen No. 89	W. J. Bailey	Uniontown
40	38	Allen No. 90	W. J. Bailey	Uniontown
40	38	Allen No. 91	W. J. Bailey	Uniontown
40	38	Allen No. 92	W. J. Bailey	Uniontown
40	38	Allen No. 93	W. J. Bailey	Uniontown
40	38	Allen No. 94	W. J. Bailey	Uniontown
40	38	Allen No. 95	W. J. Bailey	Uniontown
40	38	Allen No. 96	W. J. Bailey	Uniontown
40	38	Allen No. 97	W. J. Bailey	Uniontown
40	38	Allen No. 98	W. J. Bailey	Uniontown
40	38	Allen No. 99	W. J. Bailey	Uniontown
40	38	Allen No. 100	W. J. Bailey	Uniontown

The Eureka Fire Brick Works,

MANUFACTURERS OF

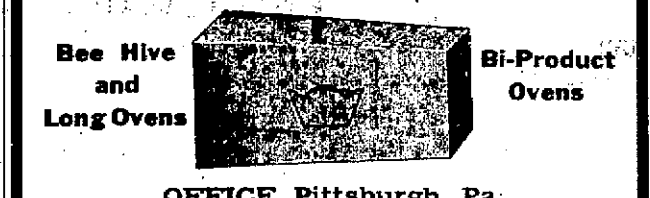
High Grade Fire Brick

for Bee-Hive, Rectangular and Bi-Product Coke Ovens, Boiler Linings, Ground Fire Clay. Special Shapes on short notice. Office and Works.

MT. BRADDOCK, PA. Bell Phone 49, Dunbar, Pa. Both B. & O. and P. R. R. Connections.

KIER FIRE BRICK CO.

Manufacturers of Silica and Fire Clay Brick.



OFFICE, Pittsburgh, Pa. Works—Chillicothe, Pa. & L. E. R. R. Yough Div. Saline, Pa. P. R. R. Conemaugh Div. ESTABLISHED 1845.

H. M. Crawford, L. C. Mechling, E. L. Zearley

Fayette Engineering Co.

Civil, Mining and Consulting Engineers.

Mine and land surveys of all kinds. Plans, estimates and supervision of construction of complete coal and coking plants, railroads, water works, city paving and sewerage, etc. Examination and reports on coal lands and mining properties.

Specialties: Coal and Coke Plants. ELECTRIC BLUE PRINT DEPARTMENT. 6012 First National Bank Bldg. Bell and Tri-State Phones 248. UNIONTOWN, PA.

THE W. G. WILKINS CO.,

Rooms 802 to 813 Westinghouse Building, Pittsburgh, Pa.

SPECIALTIES—COAL & COKE PLANTS

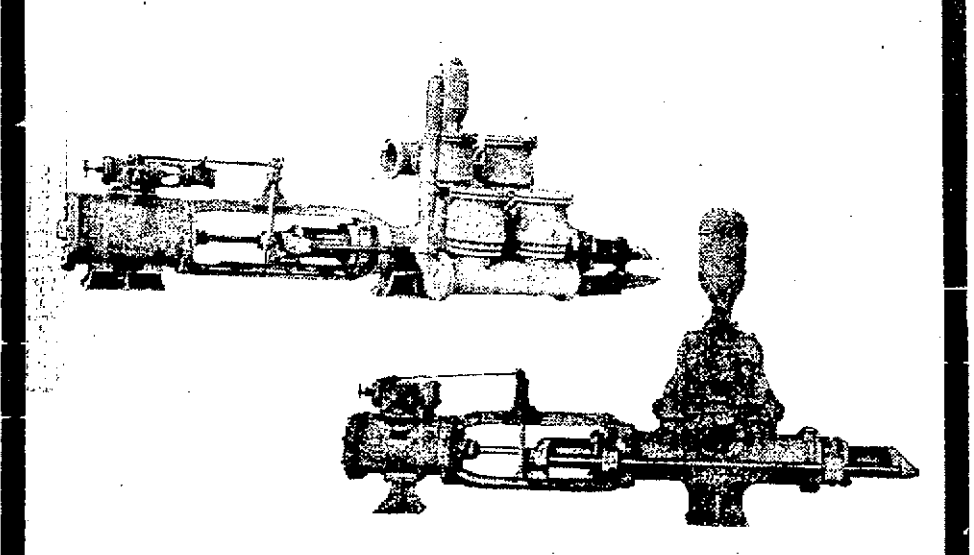
The following is a partial list of Coke Plants for which the W. G. Wilkins Co. have been the Engineers:

Ovens	Ovens	Ovens
Hicks Coke Company	U. S. Coal & Coke Co.	Ovens
Plants 2 and 3	Plants 1, 2 and 3	Plants 1, 2 and 3
Oliver & Snyder Steel Co.	Cascade Coal & Coke Co.	Cascade Coal & Coke Co.
Plants 1, 2 and 3	Plants 1, 2 and 3	Plants 1, 2 and 3
Austin Coal & Coke Co.	H. C. Frick Coke Co.	H. C. Frick Coke Co.
Plants 2 and 3	Plants 2 and 3	Plants 2 and 3
Central Coke Company	Plants 2 and 3	Plants 2 and 3
Shank	Plants 2 and 3	Plants 2 and 3

Connellsville Machine & Car Co.

MANUFACTURERS OF

The Lafayette Steam Pump



Engines, Mine Fans, Larries, Pit Cars, Cages, Coal Screens, Coke Crushers, Coke Barrows, Sheave Wheels, Drums, Universal Dump Cars and Complete

Outfits for Coal and Coke Works.

We carry in stock Machinery Supplies, Injectors, Pipe Fittings, Jenkins' Star and Standard Valves, Packings, Leather Beltings, Steel, Iron and Nails, Railroad Spikes, Splice Bar Bolts and Nut Locks, Machine and Carriage Bolts, Steel Coke Scraper Heads, Scraper Handles, Coke Oven Valves and

COKE HOSE.

Works at Mount Creek Junction of Baltimore & Ohio and Pennsylvania R. R.'s Office and Store, 309 and 311 Water St., CONNELLSVILLE, PA.

Thompson Connellsville Coke Co.

800 OVENS. MONTHLY CAPACITY 50,000 TONS.

STANDARD CONNELLSVILLE FURNACE COKE.

WORKS: Thompson No. 1 400 Ovens, Thompson No. 2 400 Ovens, Near Republic Station, Fayette County, Pa.

CONNECTIONS: Pennsylvania R. R., Pittsburgh & Lake Erie R. R., Baltimore & Ohio R. R.

PITTSBURGH OFFICE: 2102 First National Bank Building, Pittsburgh, Pa.

OUR COKE IS OF HIGHEST QUALITY. ANALYSES FURNISHED ON APPLICATION.

As all of our drawing is done by the Mechanical Extractor, none of the Foundry Coke is eliminated. Purchasers are consequently assured of a uniform quality of Furnace Coke.

COCHRAN BROS.

MANUFACTURERS AND SHIPPERS OF

Coal and Coke.

Main Office: DAWSON, PA.

OFFICERS:

W. H. COCHRAN, President. H. T. COCHRAN, Gen. Manager. A. J. COCHRAN, Secretary and Treasurer.

RAILROAD WEIGHTS TO GOVERN SETTLEMENTS.

HERBERT DU PUY, President. JOHN C. NEFF, Gen. Mgr.

Connellsville Central Coke Co.

General and Sales Office, 1211 Empire Building, Pittsburgh, Pa.

Works:—Low Phos. No. 1, Herbert No. 2, near Uniontown, Pa.

Standard Connellsville Coke

MONTHLY CAPACITY 32,000 TONS. P. R. R., P. & L. E. R. R. and B. & O. R. R. CONNECTIONS

Coke low in Sulphur and Phosphorus and of strong physical structure. Our Coke at HERBERT WORKS is made in LONGITUDINAL OVENS and is entirely mechanically handled thus eliminating by screening all dust and dirt.

ANALYSES FURNISHED ON REQUEST.

Graceton Coke Co.

FOUNDRY COKE

GRACETON, PA.

Our Foundry Coke is unexcelled by any. Its low sulphur and ash and high fixed carbon make it superior to many. It has the ability to give high melting ratios in your foundry.

CELEBRATION FIVE YEARS OLD

of Scottdale Amanda Hough daughter of Mr and Mrs J. Hough of Iron Bridge, Albert H. Getzenfelder son of Mr and Mrs A. Getzenfelder of Scottdale, Anna Blair daughter of Mr and Mrs H. A. Blair of Pittsburgh, Gordon Hays son of Mr and Mrs W. Hays of Erie, Helen Hays daughter of Mr and Mrs W. Hays of Erie, Carthy son of Mr and Mrs James McCarthy of Greensburg, J. Harold Morehead son of Mr and Mrs E. E. Morehead of Pennsylvania, Charles H. Miller son of Mr and Mrs C. H. Miller of Mount Pleasant, Helen Lang, daughter of George Lang of Gates, Raymond B. Clark, son of Mr and Mrs. Frank B. Clark of Scottdale, Mrs. M. E. Hays daughter of Scottdale, Harriet Nemoz, daughter of Mr. and Mrs. L. M. Nemoz of Dunbar,

Have You Coal Land for Sale?
If you have advertise it in The
Weekly Courier.

MADE A MISTAKE, THEY SAY

Seldom Has to Face It.
The man who is not afraid of failure seldom has to face it.

sults of these dangle the lot of the freshmen who are on probation during the first month and a half of the term.

(c) the disciplined British army. When the stubborn Prussians refused to let the British advance, the
 Braddock of 1706 march began to yield but finally the command of a very experienced officer, the
 Alexander on April 10 and progress has highly trained regular troops for information received from the James G.
 was extremely slow. Lord Cumberland, their leader, and fled like sheep to the mountains.

Seldom Has to Face It.
The man who is not afraid of failure seldom has to face it.

(c) the disciplined British army. When the stubborn Prussians refused to let the British advance, the
 Braddock of 1706 march began to yield but finally the command of a very experienced officer, the
 Alexander on April 10 and progress has highly trained regular troops for information received from the James G.
 was extremely slow. Lord Cumberland, their leader, and fled like sheep to the mountains.

Reference	Year	Country	Study Design	Sample Size	Intervention	Control	Outcome	Conclusion
1. [Reference]	2015	USA	Randomized Controlled Trial	1000	Intervention	Control	Significant improvement in outcomes	Intervention is effective
2. [Reference]	2016	UK	Observational Study	500	Intervention	Control	No significant difference	Intervention may not be effective
3. [Reference]	2017	Canada	Quasi-experimental	200	Intervention	Control	Moderate improvement	Intervention shows promise
4. [Reference]	2018	Australia	Cluster Randomized Trial	300	Intervention	Control	Significant improvement	Intervention is effective
5. [Reference]	2019	Germany	Randomized Controlled Trial	1500	Intervention	Control	Significant improvement	Intervention is effective

BURGLARS ROB TWO CASH REGISTERS IN THE WYMAN HOTEL

**Thought Men Hid Them-
selves in Barroom Dur-
ing Evening.**

WALK OFF WITH TWENTY DOLLARS

Next Day's Early Business Clerk
Discovers Loss When Barroom Is
Opened, Finds the Door Unlocked

of the Wyman Hotel on South Pittsburg street were rifled of \$30 each some time between the closing hours Thursday and Friday, morning's pressmen say. The one man who is believed to have crested himself in a closet and helped himself to the money after the place had been closed for the night, but clerks had left \$13 in each register for change in the morning. One the men who come in the registers evidently knew of this, so suspected is much. All of the doors and windows were locked "secure for the night" when the robbery took place, which is "large enough for the best" down men to conceal their prey, was made.

To this morning, R. Thorndick, the bar clerk, discovered that the money was missing.

found the bolt on one of the front doors unfastened. Proprietor J. J. Reid inquired of the men in the street explanation of the burglary.

Recreation Association Spring
WANTING TO GO OCT. 13—A sensation was spread in Whittier town when yesterday when six well known citizens were arrested for disorderly conduct on the day of the primary election, September 7. The men were John Thomas, George J. Lockwood, John C. Gumm, Clarence C. Leitch, Thomas J. Zimmerman and C. J. Johnson. They were fined \$25.00 each.

The Weekly Courier \$1.00 a year

WANTING TO GO OCT. 13—A sensation

ss of Yourself

wants that you have

power to make a success
 amount—take \$1.00—\$2.00
 if you have—now to-
 tions account with this
 keep it up—save some-
 thing good by Failure—
INTEREST.
NATIONAL BANK
 does Things for You,"
 Connellsville, Pa.
 Money orders, Foreign Cur-

Now!
 forever—tomorrow may
 any day on which you may
 with absolute certainty
 to have it written, not to
 of the Yough Trust Com
 an Executor, to act either
 experience and financial
 agent and economical ad-
 is committed to us—
 illustrated booklet tells
 service we offer you
 transactions Call or

Resources \$1,080,000
 Louisville, Pa.

FRUGALITY

al matters is an important
 he way to prosperity. An
 with the Union National
 mulate saving. Start one

Interest Paid on Savings

NATIONAL BANK,
Connellsville, Pa.

one time one million of dollars. Provided, however, that the General Assembly, irrespective of any debt may authorize the State to issue a note for the amount of fifty million of dollars for the purpose of improving and rebuilding the highways of the Commonwealth.

At the copy of Joint Resolution No 1

At the copy of Joint Resolution No 1
ROBERT McALLISTER
Secretary of the Commonwealth
Number Two
A JOINT RESOLUTION
Proposing an amendment to the constitution
seven or less than the Constitution
tion of Pennsylvania and a joint committee

Senate and House of Representatives lived in the Commune wealth of Pennsylvania in General Assembly met in the fall w-

SECTION 2. Amend section seven in article three of the Constitution of Pennsylvania to read as follows:

Regulating the affairs of our cities, townships and borough school districts.

And he sees
 Another man, the living out of young
 and crime, a man turning road high
 was it as of all
 But he, of it I see a bridge, or in
 of a lion, I see a like computer

twine it is and my wife said
 it was going to its town place street
 or all a
 Relate to me the name of a yard
 or path and ends not of the street
 Authorizing the donation of length

For the corporation and individual if electing to follow a company, the

creating offices or positions, the
for war in districts of (1) in a district
it through township elect

...culturing a plaque of 1-3 cells. On King's table I indicated my cultural procedure in purple for court and in green for the public. I then showed of this paper sheet many donors of the 1st and 2nd series.

Regulating, the fee or extending the powers and limits of judicial decisions.

After the rate of interest
After the rate of interest

Exempting property from taxation
Resolving labor and minimum wage

(Granting no any cooperation as one of the individual and special or exclusive rights, immunity of the corporation is denied to individual of the right to live with national and

Not shall any law be passed granting powers and privileges in all cases which the granting of such law is and

...the relief asked for—no, to
...slow—
...The General Assembly shall
...the special w
...the extension or

school district. The change in the number of students in the district is 100. The change in the number of students in the district is 100. The change in the number of students in the district is 100.

Following is a description of the operating principle of bridge computers, except for the effect of bridge to bridge streams which form bound ties between this and my other stream.

The United States
 has been the only nation
 to have a permanent
 membership on the Security
 Council.

[illegible][illegible]

1. The first step is to identify the key components of the system. This includes understanding the hardware, software, and data involved.

(1) of the major factors of the
 R. regulation, the maximum of the blue
 (1) of the blue of the blue of the
 (1) of the blue of the blue of the

3. **Research** - The research is a study of the impact of the program on the community. The research is a study of the impact of the program on the community. The research is a study of the impact of the program on the community.

man I think but he is a man
regulate and by the way I can
the hour of work I will make
provision for the protection of
and safety person employed in
and I will be the only one to

performed by the author. The results are shown in Table 1.

WAVERLY

for highest quality in
GASOLINES
 (power without carbon)

Family Favorite Oil
 "the clear, bright flame"

LUBRICANTS
 for all purposes

Feen-128 page book - all about oil

Waverly Oil Works Co.
 Pittsburgh, Pa.

WORLD'S RECORD IS MADE BY B. & O. FOR NEWSPAPER WRITERS

**Flyer Lowers Mark for Long
Distance Non-Stop
Traveling.**

GOES THROUGH CONNELLSVILLE

**Big Pacific Engine Hauls Train 147
Miles, Between Pittsburgh and Cum-
berland, in 3 Hours, 37 Minutes;
3 Hours, 35 Minutes, to Baltimore.**

What is believed to be a world's record for a long distance train run without stopping was established by the Baltimore & Ohio railroad on Tuesday with a special train occupied by a party of baseball writers connected with Chicago newspaper assigned to report the world's series.

The newspaper men left Chicago Monday on a regular train for New York but an unavoidable delay occurred west of Pittsburgh which threatened the arrival of the writers in New York until after the opening of the series had not been for special arrangements made by the railroad officials and which meant the shattering of records for continuous travel without stops.

The special train consisting of a coach and a car containing the baseball experts left Pittsburgh at 1:45 A. M. With one of the big mountain-climbing locomotives of the Pacific type, engine 2137, attached to the special the record run started.

Leaving Pittsburgh the next stop was made at Cumberland after a run of 117 miles in three hours and 37 minutes, and after attaching engine 2148, another Pacific locomotive designed for heavy country, the run to Baltimore, 147 miles, was made without stop in three hours and 35 minutes, an average of 46.7 miles an hour. Both of these runs between Pittsburgh and Baltimore are records and what is more remarkable is the fact that no additional coal or water were placed in the tender of the locomotive, nor were stops made for taking water while running, there being no track tanks on this section of the line.

BLAMES COAL FOR CANCER

**Servant Declares Gas Should be Used
as Fuel Substitute.**

LONDON, Oct. 15.—The conclusion reached by Charles E. Green of Edinburgh, that there is a distinct relationship between the occurrence of cancer and the kind of fuel used for domestic purposes was accepted as decisive by Sir William Bennett, the eminent surgeon in his presidential address at the meeting of the Coal Smoke Abatement Society.

Sir William said investigation had shown that the incidence of cancer was limited to those areas where coal was the staple fuel while it was almost non-existent where ordinary gas alone was used. The only exception yet discovered to this rule, he declared, was in districts where the heat was a hard, black substance, which created like coal and was quite unlike the smoldering, ordinary peat.

Sir William Bennett, in conclusion, spoke strongly in favor of gas as a substitute for coal.

"SAFETY FIRST" SUNDAY

**October 26 is Date Set for Special
Sermons in Churches.**

The railroad companies that have "Safety First" departments have started a movement which has resulted in Sunday, October 27, being designated as "Safety First" Sunday. Clergymen of all denominations have entered into the plan with zeal and many of them have agreed to preach sermons on the "Safety First" text and calling attention of their congregations to the practices which have been adopted looking to the conservation of the lives and limbs of patrons of the railroad and urging the general public from trespassing on railroad property, where there is constant danger of injury.

The General Safety Committee of the Baltimore & Ohio system has addressed communications to the local safety committee chairmen, asking that they secure the co-operation of the clergymen in their respective territories.

FORM COKE COMPANY

**Local Man Interested in German
Township Development.**

The Crescent Coal & Coke Company, with offices located here, has been granted a charter in Delaware and will develop a tract of 122 acres in German township purchased from Sebastian O'Brien. Steps will be taken at once to operate.

For the present the company expects to take out the coal and will not engage in the manufacture of coke. If conditions warrant a battery of coke ovens will be built later.

Elmer Nannini, manager of the Connelville Macaroni Company's plant here, is one of the partners in the concern. Others interested are P. J. Julius and Ercole Organigiani, both of German township.

Colonel Gallagher, here, Colonel Austin Gallagher, industrial commissioner for the Western Maryland railroad with headquarters in Baltimore, stopped off here last week to see how Connelville is getting along.

Subscribe for The Weekly Courier.
\$1.00 a year in advance.

SCOTSDALE MILL MEN PROTEST AGAINST STEEL TRUST SUIT

**Employees of the American Sheet &
Tin Plate Company Petition
Congressman Keister.**

SCOTSDALE, Oct. 15.—Two petitions of importance were presented to Congressman A. L. Keister of Scottdale this week for him to take to Washington to present before the government as the sentiment of one industrial community praying against the proposal to dissolve the United States Steel Corporation.

These petitions were from the Old Meadow plant and the Scottdale plant of the American Sheet & Tin Plate Company at this place, and were signed by about 500 workmen. These petitions were gotten up wholly by and circulated among the employees and not suggested or presented to any of the officials. The conditions at Scottdale, as they probably are at other plants of the company, which are subsidiaries of the United States Steel Corporation, give the idea of the men on this subject. There have been many improvements, and such care is being given since the formation of the corporation that the men are better taken care of than ever before, and it appears that a dissolution of the corporation would tend to put the conditions back toward where they were before.

CARRY MILLIONS SAFELY

**Safety Devices on Electric Railways
Keep Accident List Low.**

Black signals in connection with the operation of electric railways, has been subject that has been given much attention by the American Electric Railway Association and at its thirty-second annual convention, to be held in Atlantic City, October 12 to 17, the organization will receive a code of rules for their use.

The latter development of the high speed interurban trolley, which came at a time when black signals had reached a stage of high efficiency, makes their use more general on electric than on steam roads and accident through signal failures on electric roads are rare.

The high rate of speed common on the interurbans has made the development of every possible safety device a necessity and electric railway engineers have carried the science of accident prevention by means of mechanical devices to a high degree of perfection.

In a paper prepared by John J. Reynolds and M. P. Sullivan of the Boston Elevated Railway Company, which is to be read before the Claims Association, one of the chief members of the American Electric Railway Association, at the convention, a record of the devices installed on some of the big electric railways makes more clear the reason why so few accidents occur. When it is considered, for instance, that the West Penna. Railway Company carried 35,554,735 passengers in 1912, the infrequency of accident is remarkable.

WILL HEAR RATE CASE

**Commerce Commission to Consider
Request for General Increase.**

Careful consideration will be given by the Interstate Commerce Commission to tariffs of eastern railroads which will ask a five per cent increase in freight rates. These proposed tariffs are expected to be filed next Tuesday or Wednesday.

With the tariffs in hand, and complaints against them before the commission, it appears probable suspension of the proposed tariffs will be ordered and a hearing taken up at which some of the most prominent railroad attorneys of the country will appear to attempt to uphold the concrete proposition that carriers are in need of more revenue.

Equipping the individual shippers are ill-equipped to meet such a controversy, the commission has selected Attorney Louis D. Brandeis of Boston, to prepare for consideration all the facts in the case. A preliminary hearing probably will take place the latter part of November or early in December.

Tubercular Hospital Opened.
The new tubercular hospital at the county poor farm was opened last Thursday morning for the admission of patients. Miss Ida K. Moran has been appointed nurse in charge of the hospital which is under the direct supervision of Steward Honsaker.

Have You Coal Land for Sale?
If so advertise in The Weekly Courier.

The Weekly Courier, \$1.00 a year.

WESTERN MARYLAND MAY RESUME LOCAL SERVICE THIS FALL

**Traffic Officials Virtually
Pledge Two New Trains
in Near Future.**

BETTER LOCAL ACCOMMODATIONS

**When Fall Schedule Goes Into Effect
Pittsburg & Lake Erie May Make
Arrangement for Noon Train to
Pittsburg; Commerce Body Busy.**

When the Western Maryland railroad's fall schedule goes into effect next month it is expected that two new trains between Connelville and Cumberland will be included. C. A. Schooley, secretary of the Chamber of Commerce, had a conference with T. C. Caples, general traffic manager, and D. G. Gray, general western freight agent at Pittsburg, recently and the latter practically gave an assurance that the trains would be put on.

According to the plan, one of the trains will leave here about 8 o'clock in the morning and include in its stop all of the important stations between here and Cumberland, thus affording traveling men who put up in Connelville over night lodgings, it offers two hotel accommodations in this section, an opportunity to get on after the smaller town trade early in the day.

The inbound train will arrive some time during the afternoon, this being a matter for the officials to determine. The Pittsburg & Lake Erie has for some months had the matter of a noon train to Pittsburg under consideration and it is said that efforts will be made to arrange the new Western Maryland schedule in such a manner that a train will arrive here from Cumberland about 12:30, continuing into Pittsburg as a flyer. This, if accomplished, will give Connelville an opportunity to attend meetings and ball games without business an entire day, as is now necessary under present schedules.

DECORATING ENGINES.

**New B. & O. Locomotives Have New
Number Plates.**

The new Pacific type locomotives being delivered to the Baltimore & Ohio railroad for use on through passenger trains carry out a scheme of decoration which is attracting the attention of the traveling public. Number plates on the fronts of the boilers of the new engines are in blue and gold, the official colors of the road.

The background of the plates is the practical merits of the device and the probable chance of its commercial success if a patent is granted—all for \$10.00.

"Phone me at my expense, Court 359 (day), or Hiland 2001-J (evening.)"

PATENTS

Last year nearly 35,000 persons in the United States paid Patent Attorneys approximately \$1,400,000 for preparing patent applications which had so little novelty they were abandoned and the patents never taken out. Was some of it your money? In addition 21,000 other persons paid approximately \$1,250,000 for patents which were worthless when granted. There are two prime reasons for this.

1st. The ignorance of the average inventor in regard to the protection really afforded by a patent, and the state of the art to which his invention relates.

MY PATENT SEARCHES

Include the usual search of the Patent Office Records (sent you) and my opinion based on 20 years Mechanical Engineering Experience as to the practical merits of the device and the probable chance of its commercial success if a patent is granted—all for \$10.00.

"Phone me at my expense, Court 359 (day), or Hiland 2001-J (evening.)"

Walter W. Macfarren,

**Mechanical Engineer & Solicitor of Patents,
Designer of Special Machinery for Any Purpose.
Bessemer Building, Pittsburgh, Pa.**

REFERENCES—The Courier, Connelville, Pa.; Germania Savings Bank, Pittsburgh, Pa.

Cut this out and send it to a friend who is interested in Patents—if you are not.

E. C. BAKER.

HOMER L. BURCHINAL.

E. C. BAKER CO. CIVIL, MINING AND MUNICIPAL ENGINEERING

UNIONTOWN, PENNA.

SPECIALTIES:

**Construction of Coal and Coke Plants.
Development of and Reports on Coal Properties.
Highway Construction and Municipal Improvements.**

Engineers for 25 independent coal and coke companies in Fayette and Westmoreland Counties, Pa., and Monongalia County, W. Va.

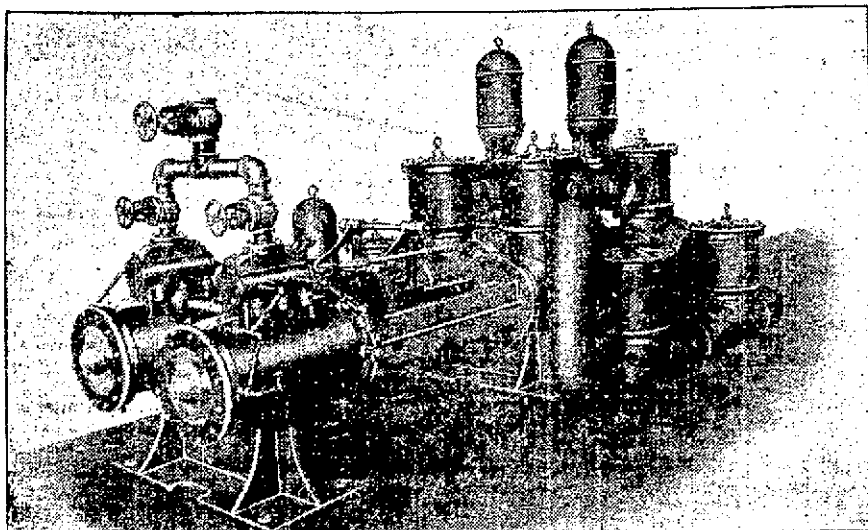
Bell 395.

Tri-State 955

The Connelville Manufacturing & Mine Supply Company,

CONNELLSVILLE, PA.

Sole manufacturers of the Lopley patents and designs, covering a full line of Modern High Grade Mine Equipment Machinery.



We have the largest and best equipped mine equipment plant in Western Pennsylvania, fitted exclusively for the production of a high grade product. We manufacture

PUMPS.

ENGINES.

FANS.

Air Compressors.

Steel Hoisting Cages.

We manufacture none but the highest grade machinery, using only the best materials to be found in the market in its construction.

We are also prepared to accurately duplicate promptly any part of any of our machines. Your inquiries will receive prompt and satisfactory attention.

THE ACME COKE OVEN DOOR.

**EFFICIENCY
AND
ECONOMY.**

(PATENTED, DECEMBER 3, 1912.)

**Low Cost.
Minimum Repairs.
Nominal Royalty.
Scientific Principles.
Suits Any Oven.
Saves Labor.
Saves Expense.**

No Coke Oven Door is correctly designed unless the brick can freely expand and contract under wide variations of temperature. ANY DOOR HAVING THE ABOVE FEATURE INFRINGES ON THIS PATENT.

The inventor offers for sale the right to use his invention on the payment of a small license fee. Operators will build their own doors, selecting their own materials. The door and the right to use it COST LESS THAN OTHER DOORS.

The Acme Door is not a THEORY but a FACT; it is not an EXPERIMENT but an EXPERIENCE. It has been thoroughly tested by Two Year's Practical Use.

For further information, address,

H. P. SNYDER, Agent,

THE COURIER BUILDING,

CONNELLSVILLE, PA.